

## AFFAIRS OF THE RAILWAYS

## The New Wage Schedule on the Big Four Put Into Effect To-Day.

No Probability of a Strike by Trainmen—Un-  
equal Pay of Engineers and Firemen  
—Other Railroad News.

An impression is out that the new wage schedule of the trainmen on the Big Four does not go into effect until the members of the Brotherhood have acted upon and accepted it. Such is not the case. It takes effect to-day, a point having been reached where President Ingalls wished for no delay. Inquiry among the trainmen gives no ground for talk of striking. In fact, the information the Journal has makes it evident that the men would be so divided upon the question that if a strike were inaugurated it would fail. Inquiry shows that at no time in years has there been more dissension among the trainmen than at the present time. This has grown out of the fact that a considerable number of the engineers, firemen and brakemen have made unprecedentedly large wages, while others have been making very small monthly pay. One engineer may receive over \$300 a month for his work, while another receives as little as \$80 or \$100 for his work. A fireman makes from \$95 to \$105 per month against another just as long in the service who receives but \$45 or \$50 a month. It might be expected that the man who receives the smaller sum would envy the other; from this source most of the trouble has arisen, and says an engineer, it had much to do with the present reduction. The reduction of the Monon, was in the city yesterday. He says that an engineer on the Monon is not allowed to make over \$150 in any one month when he has run enough to reach that sum another man is put on his engine. An official on the Panhandle thinks that on its lines the method of paying trainmen is an excellent one. No engineer is allowed to make over forty days in any one month. Under this schedule the engineers' monthly pay reaches \$150. On the first of each month a certain number of engines are selected to make a certain number of runs, the work being equally divided between them. After these runs are made the engines and most of the engines are put on the line to make the same number of runs. The Big Four adopted the same method of running its trainmen much hard feeling would be lessened and the pay of engineers would not seem so much above that of men employed in other departments, or even in the train service.

Strikes on the Jacksonville Southern.  
The freight brakemen on the Jacksonville Southern line quit work yesterday and a freight train over the line was sent out, the trainmen refusing to take on the trains unless they were paid their back wages. The crews of the passenger trains have been induced to remain with the road until such a time as settlement can be made, consequently the trains are running, but at a great disadvantage, owing to the fact that nearly all of the switchmen and trainmen at Jacksonville have left their work. The Jacksonville Southern has agents in St. Louis hiring men to act as freight brakemen.

Personal, Local and General Notes.  
Charles McCann, trainmaster of the Monon, is seriously ill.  
A. S. Knapp takes charge this morning as trainmaster of the Peoria & Eastern, vice M. A. McCarthy, resigned.

W. H. McElroy, general manager of the Monon, who has been in New York for several days, will return to-day.

The Kanawha Dispatch has reduced its working force and the agency in Louisville has been reduced to the minimum of 10 per cent in wages will go into effect on the Louisville, St. Louis & Texas railroad.

Geo. K. Lowell, superintendent of the Monon, is in the city, and will be here most of the time until the encampment is over.

The employees of the Ohio Falls car works at Jeffersonville have been notified that after Sept. 1 a reduction of 10 per cent will be made in wages.

R. J. Elvin, a veteran in railroad service on the Pennsylvania lines, has been confined to the house for three weeks with sciatic rheumatism.

Robert E. Muir, the Monon engineer killed on Monday, had \$2,000 insurance in mutual benefit associations and \$5,000 in regular life insurance associations.

President Snyder of the Ohio Falls car works, is still in New York, looking after contracts, which he expects will keep the works busy through the winter.

The fact that none of the preferred stock of the C. C. & St. L. is offered for sale is evidence that the holders have confidence in the future of the enterprise.

The report that Second Vice President Mellen of the New York, New Haven & Hartford, is to resign and take the general management of the Boston & Maine is denied.

Edward Ryan, formerly train dispatcher on the Toledo, St. Louis & Kansas City, now holding a similar position on the Chesapeake & Ohio, was calling on friends here yesterday.

The plan of the Pennsylvania of carrying its employees to the world's fair has proved highly satisfactory. The special trains usually carry about five hundred of the employees and their immediate friends.

To-day the position of assistant general freight agent on the Erie lines is abolished, and division superintendents will be located at New York City, Buffalo, Rochester, Elmira, Bradford and Corning.

John A. Scott, to-day, succeeds H. D. Ellis as general agent of the Kansas City, Birmingham & Memphis, who returns as district passenger agent of the Louisville & Nashville at Kansas City. The latter position having been abolished.

A railroad official says it is not surprising that the Louisville & Nashville management feel that they must cut down operating expenses in the coming year. August its gross earnings fell \$138,000 below those of the corresponding year of 1932.

Commencing with to-day, Train 1 out of Cincinnati over the Big Four for Chicago and the first section of Train 11 will be run regardless of connections at Cincinnati, the second section of the train for the Chesapeake & Ohio and the Queen & Crescent connections.

In the three months ending Aug. 31 the Southern Railway limited, over the Big Four, from St. Louis, has reached Indianapolis but four times late, as in three months, than fifteen minutes late. As the train is one of the fastest in the country it is a remarkable record.

On Sept. 3, 4 and 5 the all-rail lines will sell tickets to Chicago, round trip, at \$7 and it is thought the same rate will be continued after encampment week at Indianapolis, as the Mackey lines, in connection with the Chicago & Eastern Illinois, are making such a rate for the round trip.

President and Receiver Pelton, of the Queen & Crescent, has proposed to the men employed in the various shops that until the fall times are over they work ten hours for nine hours' pay. In a few weeks, at farthest, business will improve on Southern roads, and the Queen & Crescent will be the first road to be benefited.

The Western Passenger Association has decided to extend the limit of tickets for Utah day at the world's fair six days. It was originally intended that tickets sold from Utah points to the world's fair should have a final return limit of Sept. 14. This now has been extended to Sept. 20, the vote on the proposition to extend being unanimous.

The Big Four lines, the Peoria & Eastern not included, have earned since Jan. 1, \$6,675,650, a dollar more than the corresponding period of 1932 of \$6,674,650. Officials who are in position to know the prospects for business for the next four months are of opinion that before the year closes the decrease, as compared with the year 1932, will be cut down to \$200,000.

The people on the river towns are so anxious that the Big Four be extended to Madison and Nashville that they will not only give liberal subsidies, but may go

ahead and build the road if the Big Four people will agree to take it off their hands. The cost when completed when the financial strain is over, but for the present money stringency the extension would have been built this year.

The general managers of the Chicago lines, some from outside lines met again at Chicago, yesterday, for the purpose of adopting a uniform policy of retrenchment and to formulate plans for the systematic reduction of any strike which might result from the policy of retrenchment which might finally be adopted. A similar meeting was held about a month ago but it proved a failure, not a single Eastern road being represented. The meeting yesterday was better attended, but not much more of a success, and nothing definite was accomplished. Another meeting will be held in a short time.

E. O. McCormick last night closed his labors with the Cincinnati, Hamilton and Dayton, and to-day David Edwards succeeded him as general manager of the Cincinnati, Hamilton and Dayton, and in turn Mr. Edwards is succeeded by the Queen & Crescent by Wm. Rinehart, these several changes having been brought about through E. O. McCormick taking the position of passenger traffic manager on the Big Four. In every case it is a promotion of a man who has been in the line, and the results of the promotions will be watched with much interest by railroad men and the numerous friends of those promoted.

A strong pressure is being brought to bear on the Big Four management to induce them to put Train 12 on again. This train left Indianapolis at 4 a. m. The train was taken off the line because of a breakdown for taking it off, say the people on the old Bee-line. Citizens of Cleveland are very indignant over the matter, and say it is another case of President Ingalls taking a kick out of the old Bee-line and injure Cleveland. When spoken to regarding the feeling at Cleveland, J. Q. Van Winkle, general superintendent of the Big Four, said the Clevelandites should blame the Lake Shore more than the Big Four, as they took off the train which ran east of Cleveland as its connection.

INSURANCE NEWS AND NOTES.

The Underwriters' Association has resolved to raise rates in Chicago, Ill., pending the schedule rating of the place. Delegates are being chosen in the various States to the national convention of life underwriters to be held in Cleveland Sept. 3.

The convention of the Fire Underwriters' Association of the Northwest will be held at the Grand Pacific Hotel, Chicago, Sept. 28 and 29.

The American Casualty and Security Company has decided to deposit \$30,000 with the Insurance Department of Ohio in order to qualify it to pursue a surety bond business in that state.

George Piek, of Milwaukee, a general agent of the Northwestern Mutual Life, was recently awarded a gold watch by the trustees of the company for writing a larger amount of new business in one year than any other agent. His writings aggregated \$1,240,000.

The New York Court of Appeals has decided that an insurance agent who has been directed by a company which he represents to reduce a risk either by cancellation or by reinsurance, cannot refuse in another company, for which he is also agent, without assent of the latter company.

Fire underwriters are now interested in the fact that the rate of fire loss in certain how much danger there is of fire communication by telegraph, telephone and other electric wires becoming overcharged from contact with exposed wires of electric trolley railways. Several recent fires, it is claimed, have been traced directly to such a source.

The fire loss for July in the United States was \$12,115,700, as against \$11,630,000 for the corresponding month of 1932, and \$9,692,200 for July, 1931. The total loss for the seven months of this year has been \$80,201,200, as compared with \$74,247,300 for the same period in 1932, and \$74,247,300 in 1931. The monthly loss average has been over \$14,000,000 thus far this year.

Samuel Lese, the Colorado manager of an accident and life insurance company, was the originator of a philanthropic plan in Denver by which two carloads of flour and two carloads of potatoes were shipped to a hundred thousand starving men, women and children in New York, to be distributed through the agency of Samuel Gompers, president of the Federation of Labor.

Mr. Frank D. Jackson, who has been nominated by the Republicans for Governor of Iowa, is the president of the Royal Union Mutual Life Insurance Company of Des Moines. He is a lawyer and has long been active in State politics. Although most of his life has been spent in the West, he was born in Wyoming county, New York, where he was Governor Boies who will find a hard antagonist to defeat.

An English publication announces that the Mutual Life has abolished extra rating on the basis of securing men, and that it will attach to an ordinary policy a permit to act as master mariner or officer of a vessel of 25 tons measurement or upwards rating of 10, and in the capacity make such voyages as his business may require. This is said to be an innovation, other companies imposing restrictions and extra rating.

In an opinion recently decided in the New York Supreme Court it was shown that a life insurance policy was assigned payable to the assignee, as his interest might pass on his promise to pay the premium and keep the policy alive. Afterward the insured wished to have the policy reassigned to himself by paying what the assignee had paid on the policy. The court held by the insured is entitled to such reassignment when he shall reimburse the assignee, and that a subsequent assignment by the assignee to a third person without qualification does not defeat the right to redeem.

The financial stringency is decidedly felt by life insurance agents in the falling off in business. In such times, when trade is dull and money scarce, people are disposed to add to their liabilities. In fact, it would surprise most outsiders if they knew that the number of life insurance companies for loans on their policies for extension of time to pay premiums. The amount of property a man has seems to bear no relation to his ability to raise the cash to-day. Although there is a great falling off in new business owing to stringency, as soon as better times come the companies will have added to their prestige and to their claims upon prudent men during these days of hard pressure.

POSTAGE STAMP AS EVIDENCE.

John Brett Arrested, Charged with Robbing the North Indianapolis Postoffice.

John Brett, a young man employed by the Indiana Bicycle Company, was arrested yesterday afternoon by United States Marshal Hawkins on the charge of post-office burglary. Last Sunday night the office at North Indianapolis was broken open and robbed of several dollars' worth of stamps. Among the stamps taken was a quantity of due stamps, used only by postmasters. Through an advertisement in the daily papers the postoffice inspector received a letter from Brett, the envelopes bearing one of the peculiar stamps. This was considered strong evidence, although it was the only clue against the young man, and he was arrested at his boarding house, No. 73 Fayette street.

In his preliminary examination yesterday Brett denied all knowledge of the robbery, but admitted that he was in possession of several due stamps which he claimed were given him by his landlady, Mrs. Griffin. The latter corroborated the statement. She said that she found the postage stamp lying on the mantle of the sitting room, but did not know how it came there. Commissioner Van Buren held the prisoner over to further examination and admitted him to bail in the sum of \$100.

SUMMER WORKERS, that tired feeling, loss of appetite and nervous prostration are driven away by Hood's Sarsaparilla like mist before the morning sun. To realize the benefit of this great medicine give it a trial.

Sure, efficient, easy—Hood's Pills.

## ELIKER'S JOCULAR FRIENDS

## Callers Who Stole His Money Given Goodly Sentences by the Court.

They Will Think the Matter Over in the Penitentiary—Burnham Cafe Under the Hammer—Court Briefs.

In the Criminal Court yesterday, Herman Klepple was fined \$100 and sentenced to six months in the workhouse; John Godley was fined \$200 and sentenced to eighteen months in the penitentiary, and Charles Hess and his wife, Belle Hess, were fined \$300 and sentenced to two years each in the State prison. The defendants were indicted for burglary, grand larceny and receiving stolen goods. On the evening of Aug. 13, the defendants, except Belle Hess, were at the house of William Elikor, No. 205 East Market street, by invitation of Elikor. The conversation turned upon bank failures and Elikor said he had drawn his money out of Fletcher's Bank and had it in a safe place about the house. The money was displayed to the crowd. On that night the defendants, except Belle Hess, returned to Elikor's house and forced an entrance and stole the money from under a cloak which had been hanging on the wall. Elikor discovered the thieves just as they were leaving the house and recognized them. He reported the robbery to the police and before 6 o'clock the next morning, Sergeant Kurza and Hyland had all the defendants locked up at the police station and a portion of the money had been recovered. It was found hidden in a box in the rear of the house. After the defendants were safely locked behind the bars the officers returned to the house and found the balance of the money. Charles Hess and his wife, Belle Hess, figured prominently in the trial of Lon McClure for the murder of his wife, Godley was the person who secured the revolver with which the shooting was done and took it to the home of Charles Hess. The latter testified to having met McClure after the shooting, when he was hurrying for a physician. Belle Hess was formerly an inmate of Annie Stone's brothel, and was at one time implicated in a shooting affray in the city when she was with a man who shot a peddler. Herman Klepple is a young German, seventeen years of age, and the lightness of his punishment was due to the fact that he was accused of having been used as a tool by the other defendants.

Burnham Cafe Sold.

By order of Judge Harper the Burnham Cafe on North Pennsylvania street was sold at auction yesterday by the Indiana Trust Company, as receiver under appointment of the court. The sale began at 10 o'clock yesterday morning, and when the doors were opened at that hour there was a large crowd congregated in front of the cafe, mostly attracted by curiosity. The bidding was begun at 10 o'clock, but the competition was very light. The sale was kept open till 3 o'clock in the afternoon, a recess being taken from 12 till 2. At 3 o'clock it was knocked down by auctioneer Perry to Charles Carter, owner of this city, for the insignificant sum of \$2,350. This includes stock, fixtures and everything within the cafe, except the furniture. The cafe and the electric light, which had not been paid for by the owners. The cafe when it was instituted cost its proprietors \$15,000. There were but six bidders, and the price of the cafe, which made bids upon it, but did not seem anxious to secure possession of the property. A man named Schaefer, of Denver, Col., who had been in the city for some time, was the only bidder who made a bid. The terms of the sale were one-fourth cash and the balance in equal payments, due in three, six and nine months from the date of the sale. The cafe had been closed all day, and no business was transacted yesterday, but after the sale it was immediately surrendered to the purchaser by the receiver. The cafe will be asked to confirm the sale as made.

In Police Court.

Henry Miller, arrested Wednesday night for tip-tapping, was arraigned in the Police Court yesterday morning and the case against him continued till this morning.

The hearing of John Ballard, arrested for assault and battery with intent to kill, was also continued till this morning.

The hearing of Dow McCarthy, arrested for grand larceny, was continued till this morning.

Alvin Hatch was fined \$5 and costs and sent to the workhouse for thirty days for assault and battery.

Alvin Lawson, A. Blake and McMann, back drivers in the employ of the Frank Bird Transfer Company, were arraigned in the Police Court for soliciting passengers within fifteen feet of the Union Station. The addressees against their workmen by outside hackmen, who object to special privileges granted Bird's men by the Union Railway Company.

Suits for Support.

Della Barry yesterday filed suit against her husband, Philip Barry, for support and made the Indianapolis Brewing Company, by which he is employed, a codefendant.

Corra Hughsbanks is also seeking the intervention of the courts to compel her husband, Corra Hughsbanks, to support her. The Big Four railroad company also made a defendant. Mrs. Hughsbanks alleges that the company is indebted to her husband in the sum of \$90 and asks judgment for half that amount.

Sued the Citizens' Company.

Percy Trost, a resident of Wayne township, has sued the street-car company for \$100 damages for personal injuries. On July 23, while Trost was driving out West Washington street, being compelled to drive upon the car tracks on account of improvement of the street, a car ran against his wagon, throwing him to the ground. The horses became frightened and ran away, drawing the wagon over Trost's body.

To Replevin Hacks.

Frank P. Archer yesterday filed suit against Caleb R. Johnson to replevin three hacks, and three horses, and \$50 damages for the alleged unlawful detention of the property.

The Court Record.

Delia Bany vs. Philip Bany and Indianapolis Brewing Company; support; Room 3.

Percy Trost vs. the Citizens' Street-railroad Company; damages. Demand, \$100.00. Room 3.

Corra Hughsbanks vs. Edward Hughsbanks and the C. C. & St. L. Railway Company; support. Room 2.

CHIMINAL COURT.

State vs. Herman Klepple, John Godley, Charles Hess and Belle Hess; burglary. Pleaded guilty. As to Klepple, fined \$100 and sent to workhouse for six months; as to John Godley, fined \$200 and sentenced to eighteen months in the penitentiary; as to Charles and Belle Hess, fined \$300 and sentenced to two years in the penitentiary.

CIRCUIT COURT.

The McElwaine-Richards Co. vs. Joseph S. Jencks; note.

Garriel Ben Berger vs. Peter F. Conway; on account.

A Sample Pension Reframer.

In 1903 John Morgan, with his rebel soldiers, raided southern Indiana, creating much panic and alarm. To-day, thanks to the Cleveland and Indianapolis, A. H. Taylor, one of the raiders, as a member of the pension board at Evansville, passes upon the claims of the Union soldiers who helped drive him from the State thirty years ago.

The President's Health.

The public will learn with profound gratification that the rumors, many of

them most alarming, which have clustered thick about President Cleveland's health, and the operation, serious but not dangerous, which has proved for the present successful. Thanks to great strength, a rugged constitution and extraordinary powers of endurance, the operation by which a morbid growth was removed did not seriously interrupt the arduous labors of the President, and it has been succeeded by immediate and gratifying recovery.

## LAUNCHING THE GOOD SHIP

Kearsarge Committed to the Tempestuous Waves of the Statehouse Yard.

Ceremonies Were Very Simple—Naval Veterans Will Arrive in Force To-Day—Coming of Admiral Osborn.

A little over thirty years ago the battleship Kearsarge was launched from the Brooklyn navy yard. Last night the good ship was launched from the grounds of Indiana's Capitol in commemoration of the part she played in the civil war. The occasion last night drew a large crowd of people to Tennessee street. For nearly an hour the visitors stood in the street and in the Statehouse yard waiting for the ceremonies to begin. About five hundred people went aboard, many of them out of curiosity, to stand on the deck of a real ship.

The first indication that the ceremonies were to begin was the arrival of the Major Anderson Post drum corps. It was then, in nautical language, past one o'clock. The vessel was in command of Evans Woolen. On Saturday it will be in charge of the regular naval veterans. The officers in attendance were, in order of rank, Commodore Allen, Lieutenant Naivell and Major Beach, of the United States navy and Captain Wirt. There were no formal reviews, but everybody had a good time. The drum corps furnished music, and William Hicks, an army bugler, entertained the crowd. At proper intervals the bells were rung, and the crowd knew as much about the time as it did before. At three bells, or half-past 9 it was announced that those who could stand on the deck of the Kearsarge struck up a waltz, in which several young couples entered.

The entertainment given last night on board the Kearsarge was a good thing of sorts. The ship will be open to the public each evening. Refreshments are served on board and an admission fee of 15 cents is charged. The money collected will go to paying the expenses of constructing the ship. To-day, at noon, Admiral Osborn, commanding officer of the Naval Association of Naval Veterans, is expected. Several hundred naval veterans will either accompany him or follow closely after. They come to be present at the first great feature of the encampment, which will be the opening of the Kearsarge at 8 o'clock to-morrow morning. At that time the real ceremony of taking charge of the ship will occur. The old battleship will be unfurled to the breeze, and the admiral's flag will be hoisted on the mainmast as they were in the days of the rebellion. The difference between the present and the past will be the difference between the various naval associations. From 8 to 12 o'clock to-morrow morning the Farragut Association, of Philadelphia, will have charge. Each association on duty will have members detailed to the different posts. There will be a commanding officer, an officer of the deck, a secretary and a quartermaster for each gangway. During the entire time of the encampment the ship will be in charge of some one of the associations. The bells will be struck every half hour and all the other features will be carefully attended to. Each morning at 8 o'clock the colors will be hoisted. With the going down of the sun they will be lowered. Visitors will be permitted to go on board at any time, though their permission to do so will depend upon the size of the crowd on board.

The Black Hawk Association, of this city, under the command of John R. Wirt, will have charge of the ship from midnight until 8 o'clock of each day.

Rear Admiral Osborn's Arrival.

Rear Admiral Osborn, of the Naval Veterans' Association, will arrive here at 11:45 to-day, from New York, over the Big Four road, and will be met by the regular command of the association and a committee from the local organization of Naval Veterans, John R. Wirt, Robert Denny and Horace B. Polz. Upon his arrival a salute of the guns will be fired, and he will be received with all the glory and pomp his rank deserves.

Naval Posts Coming.

Edward A. Keeler wired headquarters, yesterday, that at a meeting of Farragut Post, Chicago, held at noon yesterday, it was decided to come in full force. They will bring their famous float, the "Monterey," and it will have a position in the grand parade on Tuesday. The Herick Blue Naval Association, of Zanesville, O., with thirty men, will arrive here at 11 o'clock to-morrow morning, over the Big Four. S. S. Russell will be in command.

REAL-ESTATE TRANSFERS.

Eighteen Transfers, with a Total Consideration of \$24,185.81.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 p. m. Aug. 31, 1933, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, No. 84 East Market street:

Albert Mail to Mary Mail, lots 6 and 7, in square 14, in S. A. Fletcher & Co.'s northeast addition to North Indianapolis. \$500.00

George Kessler to Josephine McGovern, lots 10 and 11, in S. A. Fletcher & Co.'s addition to North Indianapolis. 2,150.00

Oran B. Shover to Josephine McGovern, lot 21, in Clark & Osmond's addition to West Indianapolis. 2,500.00

John H. Hutton to Robert E. Miller, lot 111 and part of lot 110, in Hirschbrook's Prospect-street addition. 1,500.00

George W. Stout to William H. Gibson, lot 115, in Stout's addition to North Indianapolis. 200.00

Emma A. Irish to Gustav J. T. Meyer, lot 16, in Lockwood & A. & B. subdivision of Green's southeast addition. 900.00

The State Capital Investment Company to William E. Ender, lots 61 and 62, in Kenwood addition. 1,600.00

A. S. Wadsworth to H. J. Blake, lot 13, in Jesse Jones's revised subdivision of lot 3, in Jones's addition. 500.00

The Connecticut Mutual Life Insurance Company to North Electric, 130 feet of the west end of lot 5, in Adamson's subdivision of outlot between lot 5 and lot 6. 5,500.00

James Belkley to Ruth Fletcher, lot 27, in Clifton Place addition. 700.81

John H. Hutton to Robert E. Miller, lot 15, in block 1, in North Park addition. 1,000.00

Alice Shaw to John Sheridan, lot 63, in Harris' addition to North Electric. 400.00

Arthur A. Anderson to Charles S. Wright, lot 58, in Robert E. Miller's subdivision of Johnson's hill addition. 4,500.00

D. A. Lee to Katie A. Ross, lot 100, in Hirschbrook & Co.'s Brinkman Hill addition. 125.00

Charles S. Wright to Robert E. Miller, lots 11 and 23, in Wright's Park-avenue addition. 2,500.00

John Fletcher to Cyrus M. Harris and wife, lot 58, in Sharpe's Woodside addition. 900.00

Transfers, 18; consideration, \$24,185.81.

State Interest Paid.

Warrants were drawn on the State Treasurer, yesterday, for \$15,753.75, and the amount was sent to New York to pay the semi-annual interest on two of the temporary loans made by the State—of \$500,000 and the sum of \$200,000.

Muncie Street-Railway Company.

The Citizens' Street-railway Company of Muncie filed articles of incorporation yesterday with the Secretary of State. The entire capital stock of the company is \$300,000, and \$100,000 has been subscribed. Of the capital stock, \$100,000 will be preferred.

the company guaranteeing the payment of annual dividends of 7 per cent. The directors of the company are J. Smith Taylor, of Terre Haute; Edward Wells, of Burlington, Vt.; George F. McCulloch and Charles L. Miller, of Muncie, and James W. Landrum, of Terre Haute.



Is a positive cure for all those painful Ailments of Women.

It will entirely cure the worst forms of Female Complaints, all Ovarian troubles, Inflammation and Ulceration, Falling and Displacements, of the Womb, and consequent Spinal Weakness, and is peculiarly adapted to the Change of Life. Every time it will cure

Backache.

It has cured more cases of Leucorrhea than any remedy the world has ever known. It is almost infallible in such cases. It dissolves and expels tumors from the Uterus in an early stage of development, and checks any tendency to cancerous humors. That

Bearing-down Feeling

causing pain, weight, and backache, is instantly relieved and permanently cured by its use. Under all circumstances it acts in harmony with the laws that govern the female system, and is as harmless as water. It removes

Irregularity,

Suppressed or Painful Menstruations, Weakness of the Stomach, Indigestion, Bloating, Flooding, Nervous Prostration, Headache, General Debility. Also

Dizziness, Fatigue,

Extreme Lassitude, "don't care" and "want to be left alone" feeling, nervous irritability, nervousness, sleeplessness, flatulency, melancholy, or the "blues," and backache. These are sure indications of Female Weakness, some arrangement of the Uterus, or

Womb Troubles.

The whole story, however, is told in an illustrated book, entitled "Guide to Health," by Mrs. Pinkham. It contains over 90 pages of most important information, which every woman, married or single, should know about herself. Send 2 two-cent stamps for it. For

Kidney Complaints

and Backache of either sex the Vegetable Compound is unequalled. All druggists sell the "Vegetable Compound," or sent by mail, in form of a booklet, on receipt of \$1.00. By mail, or of druggists. Correspondence invited. Write to Mrs. Pinkham, 100 North Main Street, Lynn, Mass. You can address in strictest confidence.

EDUCATIONAL

Indianapolis Business